

1. A minimum amount of land is required for street use.
2. Each street can be designed for a particular purpose, thus reducing the cost of construction and maintenance. In designing for specific purposes, certain streets are built to handle heavy traffic and other streets can be built to serve lighter traffic.
3. Land developers will be able to design their subdivisions so that collector and minor streets will fit the overall street plan, rather than having many deadend or unconnected streets.
4. Citizens will know which streets will be developed as major thoroughfares and thus be assured that their residential street will not become a major traffic artery.
5. Town officials will know when and where improvements will be needed, and can schedule funds for construction.
6. With an understanding of the plan and knowledge of where and approximately when streets will be widened or constructed, much can be done within the community to minimize damage to community appearance and some of the causes of lowered property values.

Traffic engineers generally hold that the ideal thoroughfare plan model is the "wheel and spoke" system. Major arterials into and out of town make up the spokes of the wheel and loop streets around the town's central business district connect the spokes and form the wheel.

The section of the Land Use Survey and Analysis on the street system pointed out that US 321 passing through town is the major cause of transportation problems in the planning area. This route is heavily travelled in relation to any other street in town, which hampers safe local vehicular and foot traffic and has reduced the use of parking spaces on Main Street. Much north-south traffic through the county must pass through Maiden because of the US 321 routing that is doing just that -- passing through.